

This is my statement regarding the incident that occurred on March 7th 2024 in N6339P a 1959 Piper PA-24 Comanche leased from aviation adventures in Stafford.

At approximately 12:57 EST, I departed from KRMN with one passenger and flew to KEZF for lunch. During this time I did not experience any issues with the landing gear or have any abnormal gear indications. After refueling the airplane, I departed KEZF at 14:25 EST for my planned flight to KTGI (Tangier Island). I was receiving flight following from Washington Center followed by Norfolk Approach. I proceeded to load the visual approach selection on the Garmin 650 gps unit and cancelled flight following once I had ensured that the airplane was within gliding distance of KTGI.

During this time, I completed the standard Aviation Adventures pre-landing checklist B-G-U-M-P-L-E-S which consisted of ensuring the gas was on the fullest tank, landing gear was in the down and locked position and that the airplane was configured for a go around procedure. Per my own personal standards, I completed this check at 5, 3 and 1 mile final respectively and then once again on short final before the decision was made to proceed with the landing. Throughout these checks, I observed both a green gear indicator and the red gear lever forward indicating that the gear was in the down and locked position.

Tangier Island at the time was reporting a left quartering headwind which at the time as observed by AWOS was reporting 320 degrees @ 12 knots. As I was landing on Runway 02, this indicated a crosswind component of 10 knots from the N/NW.

As the airplane was on short final for runway 02 at Tangier at 15:10 EST, I made a slight crosswind correction to the left and touched down on the left main first in order to correctly execute a crosswind landing.

Upon landing, I observed both mains touch down first and for the first few seconds the airplane maintained center line and responded appropriately.

After this, the airplane veered abruptly to the right side of the runway and I instinctively executed an immediate go around.

Once the airplane was sufficiently climbing, I retracted the first and second notch of flaps and then attempted to retract the gear at which point I observed that it would not retract and I noticed that the gear motor circuit breaker had popped and that the gear was stuck in transit.

Upon reaching a safe altitude and a positive rate of climb, I contacted my instructor Griffin Mckeever and informed him of this issue. He immediately responded by directing me to Andrew Gordon; the mechanic based at KRMN.

During this time, I contacted Patuxent approach and informed them of my issue. Once I had left their airspace and was passed off to Norfolk Approach, I further explained what happened and ultimately declared an emergency at approximately 17:20 EST time.

I utilized the "direct to" feature and flew back to KRMN. At this time, I contacted the mechanic and we discussed a plan to manually lower the gear once I returned to Stafford.

As I entered the pattern at KRMN, I was able to contact both the mechanic and airport manager on the UNICOM frequency and proceeded to make several low passes over runway's 15 & 33 respectively for them to make a visual inspection of the gear. After these low passes were completed, I was advised to remove the manual gear extension door and utilized the checklist and airplanes POH in order to execute a manual gear extension.

After completing a manual gear extension, I returned to make a low approach on Runway 15 for Mr. Gordon to visually inspect. He observed and relayed to me that the left main was successfully down and locked but the right and nose gear did not seem to be fully locked in the down position.

Because of the fact that the airplane still had more than 20 gallons of fuel, I was directed to continue to hold in the pattern and attempt to free the gear by using the manual gear extension and exerting pressure on the gear by rocking the airplane side to side.

Once the airplane had sufficiently burned enough fuel to meet the fire department's request for limited fuel on board, I contacted the mechanic again and we made final preparations in order to land.

During the downwind leg of the final lap, I used the aviation adventures emergency checklist in order to prepare the airplane for landing. As we turned base to final, I set the airplane up for best glide and rotated the fuel selector switch to the off position, pulled the mixture control closed and unlatched the door to prepare for an egress from the airplane.

I maneuvered the airplane and touched down on the left main gear, using the rudder in order to maintain positive lateral control. The left gear kept the airplane level with the runway but ultimately collapsed which significantly slowed the ground roll and the airplane stopped right before the 1000 foot markers on runway 15. Once the airplane came to a safe stop, my passenger and I exited from the airplane and met with the fire department who were on scene.

Please let me know if you have any questions.

Best Regards,
Griffin L. Phillips

SPC. Griffin L. Phillips
Engineer



